



NORTH-EAST PENN *News*

First Edition



APRIL, 1969

PDH, Dist. 4-0 Reports Heavy Construction Program In '69

District 4-0 of the Pennsylvania Department of Highways - which includes seven counties - namely Bradford, Lackawanna, Luzerne, Pike, Susquehanna, Wayne and Wyoming and under the supervision of District Engineer, Thomas J. Harrington, has already embarked on a history breaking contract construction program for year 1969.



Harrington

This program costing more than 78 million dollars represents approximately 88.5 miles of highway improvements and includes new contracts already advertised or to be advertised this year, also the balance of uncompleted contracts carried over from the 1968 construction season.

Projects having a total cost exceeding 46 million dollars are scheduled to be let during the balance of this calendar year. This record program will greatly enhance the industrial and economical development of the areas which they serve and is evidence of the emphasis being placed on highway improvements in the State of Pennsylvania which is making it's highway system second to no other State in the nation.

Some of the major projects scheduled for future letting include: The construction of 4 miles of Interstate Route 84 in the Milford-Matamoras area, Pike County. The paving of approximately 24 miles of Interstate Route 84 extending from T.R. 390 and U.S. Route 6, Pike County. The grading and drainage operations for these paving contracts were substantially completed last year.

Other major projects scheduled for

letting this year are: Completion of the final segment (Sugar Notch to Ashley) of the highway from the Nanticoke Bridge over the Susquehanna River to Interstate 81 at Ashley. Widening and reconstruction of Traffic Route 191 between Hamlin and Hoadleys in Wayne County. Construction of the final section of the Sayre-Athens Bypass from the Chemung River to the New York State Line, Bradford County. Construction of the proposed Bypass in the Hazleton area between Black Ridge and Milnesville, also south of Hazleton between Traffic Routes 309 and 93.

Major projects for which bids already have been received this year include:

1.36 miles of Interstate Route 84 in West Falls Township and Matamoras Borough, Pike County. This project was awarded to John Arborio, Inc. of Poughkeepsie, New York at a cost of \$3,656,459.24. The project is their first in this District. In addition, the Gasparini Excavating Company of Peckville, Pa. is low bidder for the reconstruction of 7.31 miles of U.S. Route 6 between Wyalusing and Rummerfield in Bradford County. Their bid on this project amounted to \$5,431,512.10 and work is expected to be under way soon.

In addition to the above mentioned major project, there are several resurfacing reconstruction and bridge replacement projects scattered throughout the District that are scheduled for letting this year.

Mr. James S. Scandale is Deputy District Engineer for the District and assists Mr. Harrington in all District functions. Mr. John M. Finn, Assistant District Engineer, heads the construction unit and is responsible for the coordination between the contractors and the department and for satisfactory completion of all contract projects.

President's Message

by Thomas J. Kane, President

This being our first official publication, I would like to take the opportunity to express a sincere appreciation to three men of whom it truly can be said are the fathers of the North East Penn Section. They are Albert E. Peters, a consulting engineer, Thomas J. Harrington, District Engineer, and A. Hardin Coon, a Contractor.



T.J. Kane

These men gave their time and energies in meeting with the National Officers to formulate the plans for a section in the North Eastern region of Pennsylvania. The timing was right and the plans were well executed. The results are obvious, the North East Penn Section is alive and going on three years old. Joe Jendrejewski became our first president and guided the section through its infancy in a manner we are all proud of.

During my term of office, the goals and aims of the organization were strived for through various programs. Many of our members are currently enrolled in the E.I.T. program at the Penn State University in Dunmore. Others are learning the principles of public speaking at Scranton Tech under a section sponsored program.

All in all, the Highway Engineer and our Society have both arrived. It is for us to keep ever in the forefront with regards to our knowledge of the ever changing highway industry. It is up to us to make things happen.

Let's be "Highway Engineers" now!

Other Assistant District Engineers are George J. Parrs, who is responsible for pre-construction activities and Thomas D. Yeager, in charge of operational functions.

OFFICERS OF EAST-PENN SECTION (1968-1969)

Thomas J. Kane President
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Co-Editors

Joseph E. Notartomas and Robert M. Evans.

The Environmental Team

In January, 1968, Assistant Secretary of Commerce John F. Kincaid bluntly told an NSPE-sponsored conference on "The Engineers' Role in Urban Problems" in the Nation's Capital that: "Only a few years ago the engineer could content himself with a purely technical role, with scant attention to the impact of his work on the community or the nation. But no more. The growing complexity of our social dynamics and structures demands an interdisciplinary approach to problem solving."

One of the most recent high-level pronouncements on this subject was made in April of 1968 by President Johnson at a meeting of the Board of Trustees of the newly created Urban Institute. Referring to an existing "knowledge gap" regarding urban problems, the President warmly endorsed the interdisciplinary concept behind the formation of the Institute, and said it would "fill a real need by . . . bringing together all the disciplines needed - not only scientists and administrators, but economists, planners, and architects . . . to work together in cities, and on the problems of cities."

"As one of Mr. Nixon's advisors pointed out not long ago, the interstate highway program has inflicted serious damage on many American cities," he said. "We are now at a point of crisis. Citizens in a dozen major cities from coast to coast are battling urban freeway plans and demanding equal government funding for alternate forms of transportation."

Russia Finds Bad Roads Cost More Than Good

Every day in Russia, 60,000 automobiles stand idle because of the poor state of most of that nation's roads. According to a dispatch from the Novosti Press Agency of Moscow, this costs Russia \$3.3 billion annually, in damaged vehicles and late deliveries.

Of the million miles of road in Russia, only 270,000 miles are paved (according to this Agency). The rest, so-called winter roads, are hard-topped for six months of the year in the northern parts, solely by Jack Frost. Present plans in Russia call for the paving of an extra 8,100 miles a year, the best to about the standard of US highway 1.

The cost of building one mile of good paved highway in Russia varies widely. The average cost runs about \$250,000. But as the APN says, this cost is quickly recovered as fewer vehicles are damaged. At present, Russia has about 4 million registered vehicles on its roads. (About as many as Los Angeles County, Calif.) But in 1970, production of cars alone is expected to top one million annually. To carry this greater number of vehicles, the Russian state intends to increase the production of roads by an equivalent amount. By 1970, plans call for the addition of another 40,000 miles of good paved highways to the system. Paved with either asphalt or cement concrete, these will be two- and four-lane highways designed for traffic speeds of 75 to 90 mph. Cloverleaves will be provided at interchanges.

Highway financing is provided in a number of different ways. Every car is taxed at the rate of \$22 per year. This amount is allocated to roadbuilding. Industrial plants, collective farms and others allocate 2 percent of their annual income to roadbuilding. And the various states also vote appropriations. But in the future, the greater part of the cost of new roads will come from the profits of transportation enterprises, the operators of most of the trucks and busses.

Russian roadbuilders acknowledge that American and European roadbuilding experiments in design and construction have been used to develop their country's future road network. The access road to Moscow airport, for instance, has two trafficways each 36 ft. wide, separated by a 42-ft.-wide median. This road, constructed of asphalt concrete with a deliberately

rough surface, is designed for speeds up to 80 mph.

But Russian roadbuilders do have major problems to overcome. There are no coast-to-coast highways in Russia. Most highways radiate out from major cities. While there are some intercity highways planned as such, most intercity routes are formed when two separate highway systems intersect. As a result, routes from one city to the next are far longer than the direct route. To overcome this problem, the Russians are building and planning many intercity freeways.

But Russian cities grew up to serve areas separated from adjoining regions by difficult terrain. Some of the intercity highways will absorb far more capital, time and labor than their length would suggest. APN points out that the Leningrad-Murmansk highway will be about 750 miles long. Since almost the entire route is swampy, expenditure on this highway would build several thousands of miles of highway located in better country. The 450-mile long highway from Frunze and Osh was even more expensive. Twisting through the Tien-Shan mountains, this highway averages 1 $\frac{1}{4}$ bridges and 2 $\frac{1}{4}$ curves per mile. With other similar projects in prospect, roadbuilding will become one of Russia's major industries.

Flexibility In Highway Design

Kentucky Highway Commissioner William B. Hazelrigg tells about the philosophy that permits flexibility in highway design: "Planners must be concerned with parks as much as with highways. Where encroachment of highways on parks is the only feasible solution, every possible means should be used to minimize the impact of encroachment. While an expressway cannot be made to disappear completely by alignment, and planting, it can blend into a park landscape. Locating the highway properly is the first and greatest commandment of design."

A veteran team will run the Federal highway program, but they'll go slowly for a while. The only quick actions are those to counteract last-minute lame-duck decisions in which the 1969 highway construction season might have been hamstrung.

TRIP TALK

The following is an article taken from TRIP, The Road Information Program, a service of the American Road Builders Association:

"Advise for the Image Makers":

How can we best brighten the public image of the highway engineer and the highway program? A lot of worried highway people - in government and industry - are working this one over. Now the question has been put to a six-man panel of the American Association of State Highway Officials' Subcommittee on Public Information. Fifty state highway PIO's make up the group. Subcommittee Chairman Doug Fugate, Virginia's able highway commissioner, tossed out the assignment at the climax of spirited committee sessions held during last month's AASHO convention in Minneapolis. Fugate sparked discussion on public relations needs by observing at the outset that highway builders had become the target of much unwarranted criticism from a variety of sources. He mentioned as examples of anti-highway propaganda writings in Saturday Evening Post and Forbes Magazine, and a documentary film produced by the American Institute of Architects. "Now what do we do about all this?" asked Fugate. One state highway PIO (there were 15 of the 50 committeemen present at Minneapolis) acknowledged: "We have a hellava fight on our hands . . . we need to tell our story more often, with more authority, and we need to do a better job of it". **"WE SHOULD STAND FOR SOMETHING POSITIVE"** — was another of the answers given Fugate. In a prepared text, guest speaker Bob Bartlett, Pennsylvania's 37-year old director of highways, lauded such past promotional efforts as Highway Week, but cautioned: "Too often we have failed to tell our story except during special promotions." "We should stand for something positive", Bartlett advised. "We should be willing to change if change is in the best interest of the public rather than merely objecting and reacting to criticism."

The Great Wall

The roadway on top of the Great Wall of China was 12 feet wide and paved. The wall extends 2,000 miles and is considered an engineering marvel.

Membership Growing In Our Section

Presently there are 126 enrolled members in our section. These members represent 73 employees of the Pennsylvania Department of Highways, 13 from design consultant organizations, 29 from construction contractors' organizations, eight from equipment companies, two from Real Estate firms and one from a railroad company.

New membership applications recently approved are Robert Morden, Design Engineer, Pennsylvania Department of Highways and James Monroe, Superintendent, Central Pennsylvania Quarry Stripping and Construction Company.

Election of Officers At May 14th Meeting

Election of officers will take place at the May 14th meeting. The following appointed members are serving on the nominating committee and will present their recommendations for consideration of one of the membership at this meeting. David B. Jones, Chairman, John Coon, Joseph Ostroski, James Adonizio and Joseph J. Jendrejewski.

National Convention To Be Held May 23-24

The 7th Annual National Convention of the American Society of Highway Engineers will be held on May 23 and 24, 1969, at the beautiful Seven Springs resort located just south of the Donegal interchange of the Pennsylvania Turnpike in Somerset County, Pennsylvania. The importance of a national convention is evident. It provides an opportunity for all members to meet and discuss new ideas, problems, and also provides for a good relationship between the National officers and Section membership. Set the date aside and make plans to attend.

The Dead End

For the most part, new U.S. communities no longer use the pre-automotive gridiron street layout. Residential streets are laid out in a winding or dead end fashion to discourage pass through traffic.

The three-leg intersection is used for neighborhood streets, because it has been found to have a traffic safety record as much as 40 times as good as four legged intersections.

Program



GEORGE J. PARRS

Chairman
Program
Committee

THE PROGRAM committee, headed by George J. Parris, Assistant District Engineer - P.D.H. and his Assistants, Paul Lucas, Joseph Swegal and Christopher Christ, are to be commended for their presentations during the past year. Arrangements for programs to be presented for the remainder of this year are as follows:

APRIL 9th Deputy Secretary & Chief Engineer, V.W. Anckaitis will be guest speaker. Topic will be "Esthetics in Highways". Meeting will be held at the Town & Country Supper Club, Cocktails 6:30 P.M. - Dinner 7:30 P.M. Vic always does a great job as guest speaker, so don't miss this one.

APRIL 18th Big doings with the East Penn Section at Al Romans, Sportsman's Lodge. National President, Jack Wachter, Jr., will be guest speaker. This will be a great nite to renew old friends and make new ones. A \$5 bill will cover a before dinner cocktail hour and your choice of a Seafood Platter or T-Bone Steak. Get your reservations in by April 9th.

MAY 14th Business meeting at Cinema Club - Duryea, Pa. Election of officers will be on the agenda. This is the last meeting of the year. Here is your chance to express yourself or offer comments in advancing the organization. New and refreshing ideas are always welcomed.

JUNE 21st Annual clambake at Clifton Beach. Leonard Gallucci is handling the arrangements for this affair.

Clambake On June 21 At Clifton Beach

Leonard Gallucci, Superintendent for Stipp Construction Company says, "Don't forget the clambake to be held at Clifton Beach on Saturday, June 21, 1969". This promises to be a humdinger.

A Unique Property Description

A prize example of a "metes and bounds" property description of our Colonial days is recorded in the Probate Court of Hartford, Connecticut, part of which reads:

"Commencing at a heap of stones about a stone's throw from a certain small clump of alders near a brook . . . thence by a straight line to a certain marked white birch tree . . . thence to a stake and stone mounds not far off from an old Indian trail . . . thence to a certain heap of stone which, by pacing, just 18 rods more from the stump of the big hemlock tree where Philo Blaked killed the bear . . ." and so on, for a total of 307 words.

The Way Some People See It:

Current Highway Situation

The way some people see it, the current highway situation reads like the scenario of "The Perils of Pauline."

Their heroine - the State highway departments and the industry - is under terrific pressure from the villain - the Federal Highway Administration - who has her tied to the railroad tracks. But she prays that the hero - the incoming Nixon Administration - will arrive in the nick of time and snatch her from the jaws of death.

The "villain's" evil ploys include the two-hearing requirement, tough Equal Employment Opportunity rules,

and other socio-economic strings attached to Federal funds. He's racing to get them all into effect before January 20, thus making the hero's task even more heroic. Meantime, both cast and audience wring their hands in despair.

Is this script fact, or fantasy? Mostly the latter. John Volpe and his white knights have long memories and remember how the old ball game used to be, but it isn't the same game and the knights know it. Wishful thinkers might as well turn the clocks forward.

This much is likely: Experienced hands now are taking over, with strong ideas about preservation of States' rights and the old highway partnership arrangement. The predominance of conservative Governors in the Nixon cabinet is a sign of intent for modification, but not reversal, of the trend toward centralization of control here.

Long-range, urban problems will predominate. This means that social demands on highways will increase, keeping pressure on new roads to provide other answers besides transport. The Nixon-Volpe team may have new approaches to the problems, but they won't ignore them, won't let highway departments ignore them either.

Short-range, the EEO impasse may mean no big road contracts that require pre-qualification. Until big work gets going next spring, lettings may concentrate on those under half a million, thus avoiding the slowdown. At times last month, there wasn't a single contractor qualified by the Federal government to bid even a single big job covered by EEO regulations. Something's got to give here.

At AASHO, lots of frustration, lots of concern about image. Highway agencies don't like their role as targets of urban critics, realize they must do something about it. Big question is how fast they can and will tool up to meet market needs. Actually, they can get a pretty good trade-off, in the opinion of some experts here, if they'll accept and work with other disciplines in highway location and design. In return, they can get guarantees on steady Federal funding, cessation of cutbacks, plus promises of future use of protected Trust Fund monies for post-Interstate, less red tape.

Cost of highway construction dropped in the third quarter with surfacing and excavation mainly responsible. Earth-moving costs dropped more than 13% below the same quarter of 1967.

Road Pot-Pourri

Ever think of running your construction company by computer? Two University of Illinois professors told the Highway Research Board meeting in Washington last month they could set up a data structure framework which could integrate four contractor operations - accounting, payroll, CPM and estimating - into a management information system that would also be a project control tool. Extensions could provide PERT-type calculations on project durations, manpower requirements and material costs.

Big States may be next to challenge present Federal-aid highway programs. Fed up with stop-go Federal funding, EEO and other new delay-ridden procedures, those States which have most of their Interstate mileage done won't get much more 90-10 money. They'll be helping finance the laggards who are building higher-priced roads to new and higher standards. They're eyeing Federal user taxes which take more from some States than they give back. There'll be lots of talk of secession from Federal-aid road programs in next two years.

One answer to individual contractor's woes over EEO: let him take an income tax credit for expenses incurred in job training programs. Rep. Cramer (R., Fla.), ranking minority member on the House Public Works Committee, has introduced a bill to allow it, but the measure goes to the tough Ways & Means Committee, and might be buried.

As bills go, they were all introduced again in the new Congress. Occupational safety, situs picketing, repeal of 14 (b), even a bill to build 41,000 more miles of Interstate, but the ones that will count are still to be proposed. Investigations of highway safety and beauty programs may trigger some modifications of both eventually. In safety hottest topic now is "cushioning" of pillars and abutments with impact-absorbing objects.

Lots of trust fund money is ready for huge spring lettings, if . . . What could be a record construction year, dollar-wise (\$91 billion) in 1969 was slowed by January lettings that were far less than expected, due to pre-qualification-EEO confusion. But the freeze is off.

February 1 was date for higher minimum wage and overtime pay for contractor employees, covered by Fair Labor Standards Act. Check on date each man was employed; two-schedule system is now in effect.

Contractors have shown some frustration with State and BPR inspection criteria. One of the items approved by AASHO's board was part of an AASHO-AGC Joint Committee report criticizing "tremendous waste of time, money and manpower by reason of excessive inspection (in depth)." Both States and industry men noted continuing problems "after ten years of development . . ."